V. HISTORICAL BACKGROUND AND CHRONOLOGY

The histories of Ramsey's Mill and Lockville are best understood when placed in context with the historical and industrial development of the Cape Fear and Deep Rivers.

Ramsey's Mill--Early Industry On The Deep River. The interior of North Carolina began to be extensively settled in the 1750s and 1760s. The first industry to develop during the late eighteenth century was milling. Mills were essential for the processing of agricultural products and other industrial tasks such as fulling and sawing. North Carolina, and Chatham County in particular, were fortunate to have rivers and streams well-suited for the construction of water-powered mills (Figure 9). One of the first along the Deep River was Ramsey's Mill (renamed Pullens Mill or Lockville in the mid nineteenth century), constructed in the late 1760s or 1770s (Figures 11 and 12). The mill was erected near a river shallows where it was crossed by a road connecting the early towns of Cross Creek (Fayetteville) and Pittsboro, a vital connector between the Coastal Plain and Piedmont regions of the state (Figures 8 and 9). This road made northern and western connections with early communities such as Hillsboro, Haw Fields in Alamance County, New Garden in Guilford County, and the Wachovia settlements in what was to become Forsyth County (Figure 8).

Ramsey's Mill took advantage of a set of river falls, actually a set of shallow rapids, for its dam construction. (These falls were later known as part of Pullen's Falls, and later Lockville: Figures 11, 12 and 13.) The dam, a wooden crib structure filled with rock, was built on a rock ledge within a part of the falls. The dam diverted river water through a long race along a low slough on the north side of the river to the mill seat. Water flow from the Deep River was more than adequate to power the mill throughout the year.

By the onset of the American Revolution, Ramsey's Mill had become a landmark in the region and its owner, Ambrose Ramsey, was one of the area's most prominent citizens. Ramsey served nine terms as a state Senator and he was a delegate to the 1788 and 1789 state constitutional conventions. He also served as Colonel of the Militia and a Court Justice (Hadley et al. 1976:436; London 1876:14). Ramsey also owned a tavern on the hilltop north of his mill. Here he entertained and housed travelers making their way between the Cape Fear region and the interior Piedmont. The tavern building, constructed prior to 1781, was a "hall-parlor structure" with "steeply pitched roof, engaged front and rear porches, and broad end chimneys of brick" (Figure 14) (Osborne and Selden-Sturgill 1991:16). The building survived into the 1950s and its site was destroyed when the road cut for the existing U.S. Highway 1 was excavated in the early 1960s.

In 1781, when Cornwallis' troops hastily retreated toward the North Carolina coastal port of Wilmington after a long and tiring battle at Guilford Courthouse, they bivouacked at Ramsey's Mill and Tavern. The troops stayed in the area for two days while bridges were constructed to allow their equipment to be hauled over the river (Seymore 1896:22). General

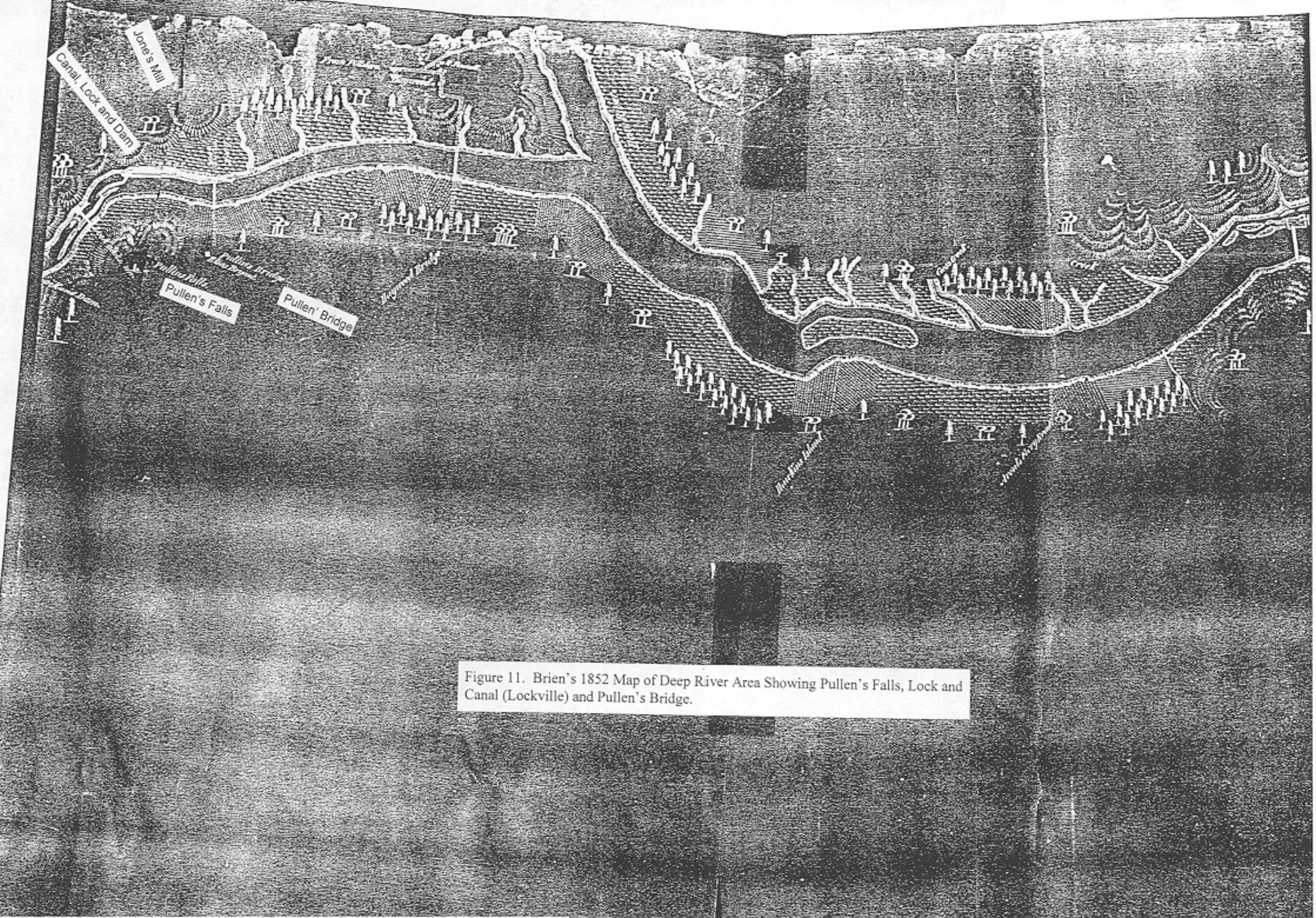

Figure 11. Brien's 1852 Map of Deep River Area Showing Pullen's Falls, Lock and Canal (Lockville) and Pullen's Bridge.

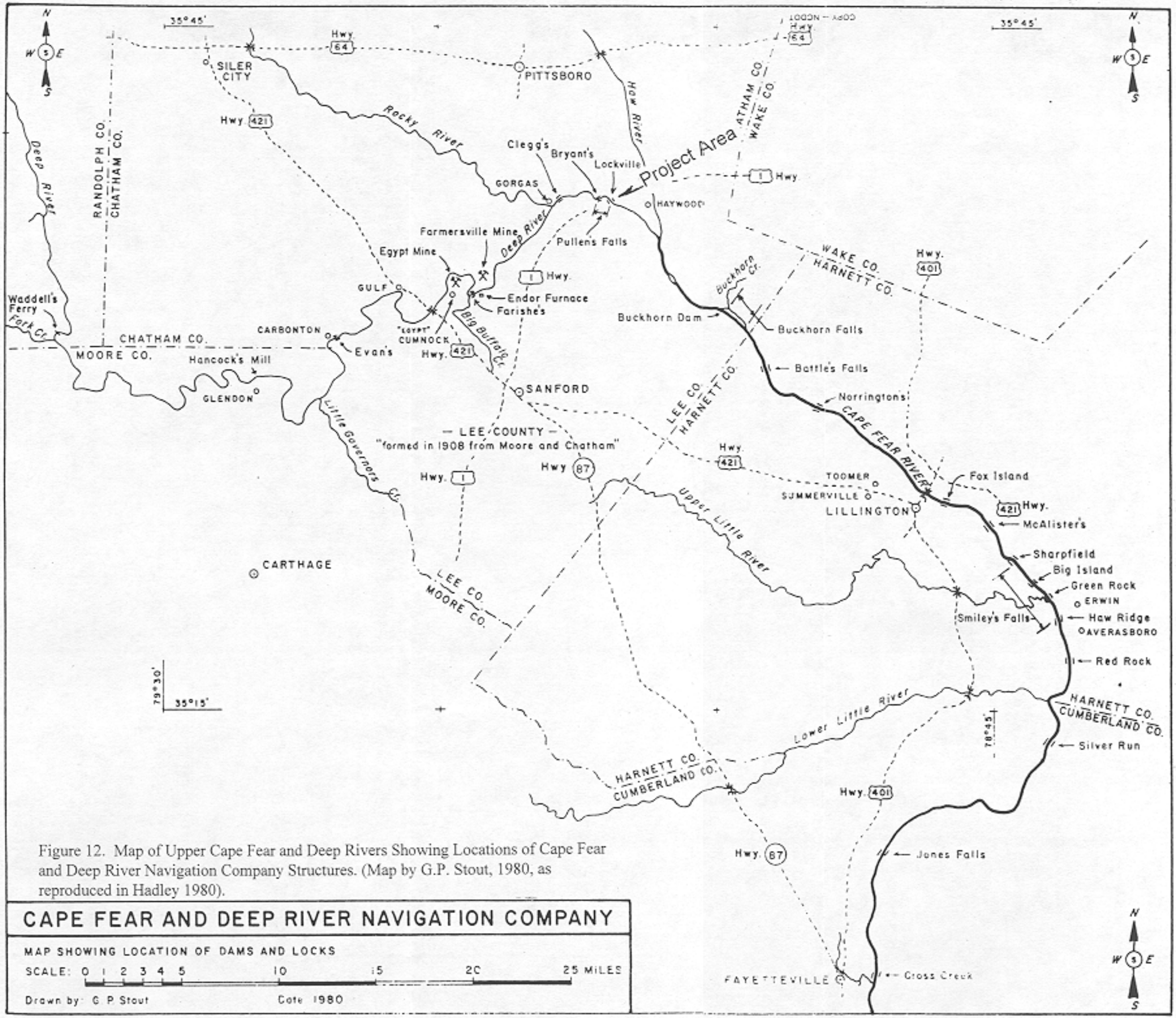

Figure 12. Map of Upper Cape Fear and Deep Rivers Showing Locations of Cape Fear and Deep River Navigation Company Structures. (Map by G.P. Stout, 1980, as reproduced in Hadley 1980).

CAPE FEAR AND DEEP RIVER NAVIGATION COMPANY

MAP SHOWING LOCATION OF DAMS AND LOCKS

SCALE: 0 1 2 3 4 5 10 15 20 25 MILES

Drawn by: G. P. Stout Date 1980

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Figure 13. Plan of Lockville, 1876, Prepared by the Deep River Manufacturing Company and the Lobdell Car Wheel Company (source: Chatham County Courthouse)

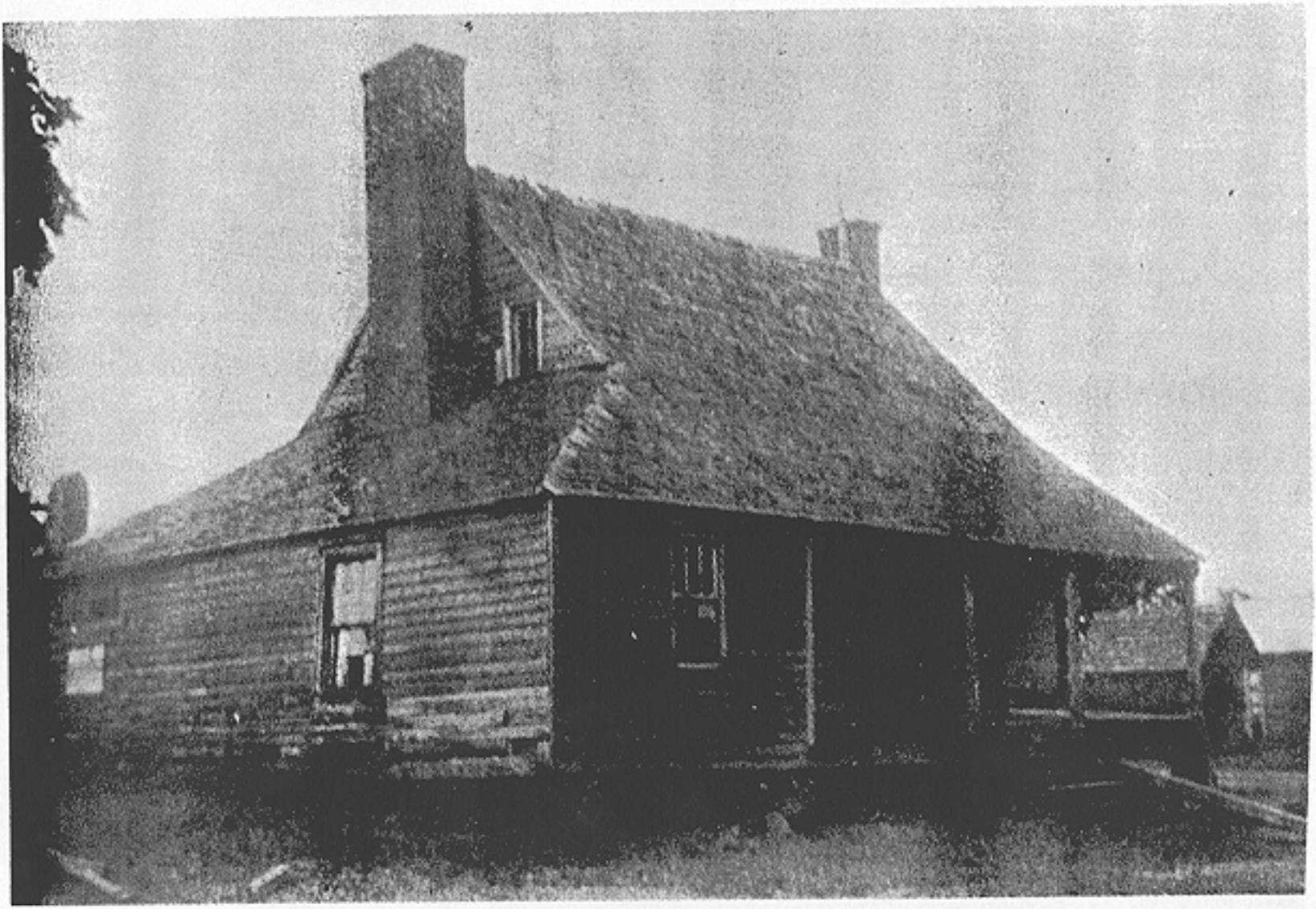

Figure 14. Photograph of Ramsey's Tavern (source: Hadley et al. 1976).

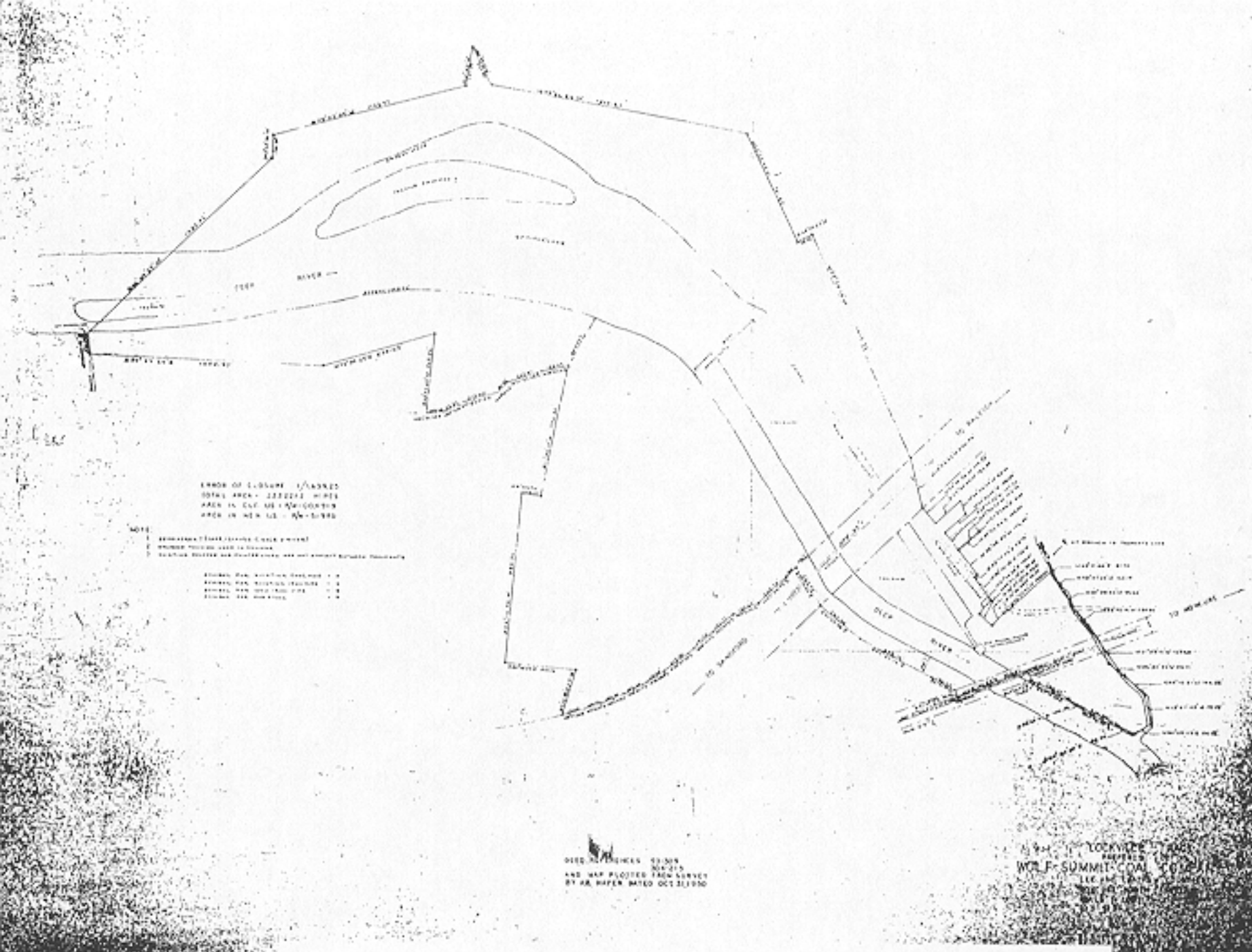

Figure 15. Plat of Lockville Tract Purchased by the Wolf-Summit Coal Company, 1962.

Greene's American troops gave chase but abandoned their pursuit upon reaching Ramsey's Mill. Greene's troops camped in the area for several weeks (Pancake 1985:190).

Ramsey's Mill was in a position to provide services to a rapidly growing population of farmers in the late eighteenth century, and it was conveniently situated on a river which could be navigated given ample rainfall and water flow. Though water travel was not well developed in the late eighteenth century along the Deep River, small boats occasionally made the trip to and from Fayetteville, and on to Wilmington at the mouth of the Cape Fear.

The 1808 Price-Strother Map shows Ramsey's Mill by name. Hadley (1980:74) mentions that the mill was called Stokes Mill around 1800. The MacRae-Brazier Map of 1833 marks the location of the mill, but designates the area as Boylans Ferry (Figure 8). It is suspected, though not yet confirmed, that the mill building was renovated or rebuilt in the first decade or two of the nineteenth century, and that it was the renovated structure that survived until the turn of the twentieth century. The remains of the structure are described later in this report. The mill has an important role in the local economy throughout the nineteenth century, although it was variously known by other names, including Pullens Mill in the 1840s and 1850s (Figure 11), and the Alston Jones' Mill in the 1850s (Hadley 1980:75). It became an intregal part of the Lockville community (Figure 9, 12 and 13) as it developed in the 1850s and the mill continued to operate throughout the latter decades of the nineteenth century.

Early Attempts to Improve Navigation On Cape Fear and Deep Rivers: As North Carolina began to be settled, transportation between the Coastal Plain and Piedmont regions became ever more important. Farmers in the interior were seeking ways to get their surplus agricultural products to market, and the potential for a profitable naval stores industry was substantial if the tar, pitch and turpentine could be conveniently and inexpensively transported to markets and export facilities in Wilmington. Roads of the late eighteenth and early nineteenth century were exceedingly poor quality, and the only other transportation option (prior to railroads) was river transport. For much of the central Piedmont of North Carolina, the convenient waterway to the coast was via the Cape Fear River and its two major tributaries, the Deep and Haw Rivers. These tributaries originate in the central Piedmont region in the vicinity of Guilford and Randolph Counties, then flow generally to the southeast where they converge in Chatham County (Figure 12). The Cape Fear River proper begins at the confluence of the Haw and Deep, and flows southeast and south past Fayetteville and Wilmington, until it empties into the Atlantic Ocean. The Deep and Haw Rivers, and upper Cape Fear above Fayetteville, pass through the Fall Line between the Piedmont and Coastal Plain regions. The rivers are naturally wide and shallow and contain numerous outcrops and rocks shallows. The rivers are periodically broken with rapids or falls which provide obstacles to river navigation. It also was common for trees and vegetation to hang on rocks, further impeding river travel.

The need to improve navigation on the Cape Fear River was recognized quite early. In 1784, the North Carolina legislature passed an act that encouraged the clearance of streams for navigation. In 1792, The Cape Fear Company was formed to make the Cape Fear River navigable to the confluence of the Deep and Haw Rivers (9 miles below Lockville) (Weaver 1903:50-51, Watson 1997:57) (Figure 12). In 1796, this act allowed for improvements above the confluence of

the Deep and Haw Rivers (Hadley 1980:3). Some improvements resulted from this attention, but most activity took place downstream from Fayetteville.

Considerable attention was given to internal improvements in the second and third decades of nineteenth century due to the efforts of Archibald Murphy and others. In 1815, the Cape Fear Navigation Company was formed with the purpose of making improvements wherever navigation was possible (Hadley 1980:3, Watson 1977:57). By 1818, steam boats were running between Wilmington and Fayetteville. A few small pole boats were even making it as far upstream as the Deep River (Hadley 1980:1). However, the Navigation Company had difficulty with its finances. In 1823, control of the company's river improvements was handed over to the North Carolina Board of Internal Improvements. In 1834, the company relinquished control of the river above Fayetteville, concentrating its efforts in the stretch between Wilmington and Fayetteville (Russ 1980).

In 1846, in response to the appearance of several railroads in the region, the Cape Fear and Yadkin Canal Company was chartered. It was hoped the company would provide a link between the Yadkin and Deep Rivers. This effort never resulted in any construction, and it was soon abandoned.

Lockville and The Cape Fear and Deep River Navigation Company: Renewed interest in making the Deep and Cape Fear navigable was spurred on by the report of coal along the Deep River. In 1849, the Cape Fear and Deep River Navigation Company was chartered with the goal of constructing a series of locks, dams and canals upstream from Fayetteville (Figure 12). The area downstream from Fayetteville continued to be managed by the old Cape Fear Navigation Company. The State of North Carolina contributed $80,000 in subscriptions to the new company, and both cash and labor subscriptions were taken to raise the reminder of the capital (Hadley 1980:9; Watson 1977:65).

The initial plan for the Cape Fear and Deep River Company was ambitious and included the construction of sixteen dams, seventeen lift-locks and two guard locks, and four canals (one-quarter to one mile in length) (Figure 12). The locks were to be 100 feet long and 18 feet wide, although this was later modified to 118 feet and 24 feet (Hadley 1980:6 & 8). When the survey for the Navigation Company was conducted in 1848, mill dams already existed at Pullens Falls (Ramsey's Mill, also known at the time as Pullen's or Jones' Mill) and four other locations on the Deep River (see Brien 1852, Figure 11; also Emmons 1856). These were all to be replaced (Hadley 1980:8).

Construction began on the Deep River project in late 1849. Progress was slow due to a shortage of manpower and high water but optimism ran high. At the insistence of the state, plans already were being made to connect the Deep River Navigation System with railroads and plank roads that were to connect to interior sections of the state. By 1852, two plank road companies, the "Locksville-Chapel Hill" and "Locksville-Hillsborough" plank roads, were chartered in Chatham County (Starling 1939). As their names imply, both of these roads were intended to connect with Lockville and the Deep River. Plans also were explored on how best to provide transportation between the Deep and Yadkin Rivers. Consideration was given to the construction

of a canal, and a railroad, and later a combination portage railroad, by which barges were floated off the rivers onto submerged rail cars for rail transportation (Hadley 1980:19-20). None of these plans, however, were brought to fruition.

Work on the navigation system continued into the 1850s, but a series of freshets and financial problems slowed progress. Construction finally began at Lockville in 1852. The 1852 map drawn for the Navigation Company shows Pullens Falls, Pullen's Bridge, and the lock and dam on the north side of the river (Brien 1852) (Figure 11). The project's engineer, William Thompson, had reported several years earlier that Pullen's Falls (Lockville) offered the greatest obstacle in making the Deep River navigable (Thomas et al. 1984:3). As a result, there were actually two dams constructed at Pullens Falls. The upper dam was known as Bryants or Rives' dam, and was located about one mile upstream from Lockville. Construction began on this dam in 1852 (Hadley 1980:75). By this time, the river from Fayetteville to Jones Mill (Lockville--not to be confused with Jones Falls) was periodically navigable, depending on the water level, and several steamers made the journey as construction around Lockville commenced (Hadley 1980:38).

The Lockville dam was built on the lower falls during the year of 1856. Work on the Lockville canal began in 1852 and lasted until 1858 (Hadley 1980:74). Thompson provided an account of the planned work at Pullens Falls, which has been excerpted in the National Register nomination form:

> ... a boat will pass into a pool formed by the dam, it will be 8 feet high and 446 feet long to the island, including the abutments. There also will be required 170 feet of damming to connect two other islands with the first.
>
> From Pullens dam, it is intended to take out a canal through the level bottom in which his mill race is dug. It will be 1026 yards long, of easy excavation and will require one guard lock where it leaves the pool, and two lift locks of 10-1/2 feet each, to drop the boats into the river, somewhere about the new bridge, being erected by Dr. Smith and others... [note: the abutments and piers of this "new bridge" are part of the Lockville Historic Complex described in Robinson 1991].
>
> From the outlet of this canal the boats will float into a pool 11-1/2 miles long reaching to Buckhorn Falls... (Thompson 1848:6-7; cited in Thomas et al. 1984:3)

The dams being constructed were crib dams, filled with stone and earth. Hadley (1980:74) notes that the canal at Lockville was constructed on the same location as the mill race used prior to this for Pullens (or Ramsey's) Mill. A pond was located at the head of the canal.

> The outlet lock for the canal was to have a lift of twenty-three and a half feet, to be built of rubble masonry and lined with wood. It was about one-fourth done in the fall of 1857 but was badly constructed

> and was taken down. Work on a lock at this point continued into the fall of 1858... (Hadley 1980:74).

The work at this time was being done by William H. Morell and Co. Of New York. Slaves provided much of the labor for the construction, but German and Hungarian immigrants also were brought in to work (Hadley 1980:22).

It was possible for a steamer to make its way to Lockville as early as 1855:

> On Monday morning the steamer took on a load of flour, cotton and peas from Jones' Mill, as short distance above Haywood, and amidst the cheers of a large crowd assembled to witness, to them, a novel sight, started on its trip down the river to Wilmington, and has, doubtless ere this time, reached its point of destination (*North Carolina Standard*, Raleigh, N.C., February 24, 1855; cited in Hadley 1980:37).

Perhaps as a result of the excitement of actually having a steamboat reach Lockville, this destination point was dubbed "Lockport" for a while during 1856 (Powell 1968:294).

Construction of the Deep River Navigation System went slowly and was hampered by flooding and deterioration of some of the structures built earlier. However, there was substantial interest in seeing the lock and dam system completed, fueled by the potential of the region to yield quantities of coal and iron, and by a plan to construct a National Foundry in the Deep River ore fields. The State Geologist, Ebenezer Emmons, noted in his report on this subject, "In conclusion I may very properly say that Deep River possesses those advantages which a National Foundry requires in an eminent degree--namely coal, iron ore, timber, stone for construction, water power, and accessibility" (Emmons 1857).

By June of 1856, problems plagued the Lockville operations. The project engineer, E.A. Douglas, reported that timbers used in the lock and dams were decaying, and leaks were a major problem. The lift lock at Lockville had to be repaired and it was eventually replaced by a stone structure (Thomas et al. 1984:4). Meanwhile, steamers were at times able to reach Jones Mill (Lockville), as this excerpt demonstrates:

> *Steamer John H. Haughton Making Regular Trips to Chatham County, March, 1856*
>
> The steamer John H. Haughton has at length commenced making regular trips to Chatham. On her first trip, March 8, she brought a tow-boat with about 75 tons of materials for work on Deep River. On her second trip she remained 3 days at Haywood and Jone's Mill, two miles above, and gratified all the neighbors in pleasure excursions. In the meantime the tow-boat was unladen and charged with coal, cotton, flour, and the like for Fayetteville and Wilmington (The Wilmington Journal, March 28, 1856;

cited in Hadley 1980:41).

This boat was owned by the Cape Fear and Deep River Navigation Company and was used primarily to haul materials for construction of the navigation structures (Hadley 1980:30).

On a second trip, the steamer John H. Haughton was able to carry coal to Wilmington, and in April of 1856, the Navigation Company President reported:

> The steamboat has been running between Cross Creek and Lockville for some time past. She has carried some freight from Lockville, and a considerable amount of rosin from different points. We have made an arrangement with Worth & Williams' line to take the freight from Cross Creek to Wilmington (cited in Hadley 1980:41).

Despite these optimistic reports from the newspapers, river navigation remained subdued. Maintenance of the various locks, canals and dams continued to present serious difficulties and makeshift repairs were about all that could be accomplished. Hadley notes:

> On March 10, the steamer Houghton, the shanty boat (Negro quarters and workshop), and a stone barge arrived at Lockville in Chatham County. The stone lock there was not in working order when they arrived and the canal had two rather serious breaks. These defects were attributed to poor and improper work by the previous contractor, Morell & Co. More than a month was spent making repairs on the works at Lockville. They were restored to working condition. The work needed to make them dependable and secure for the future could not be undertaken due to the time and cost it would require (Hadley 1980:55).

By late 1858, the navigation company was facing financial difficulty and possible bankruptcy. The state legislature refused to commit more money to the project, but some of the region's coal companies secured notes that allowed the navigation improvements to continue for a short time. By 1859, steamers were making their way to the Egypt coal mines, although the trips were infrequent and possibly were intended primarily for show. Financial problems continued to plague the company and additional assistance from the state was sought. Given the substantial role the state already had in the company, with little or no returns on its investment, the state decided to assume control of the company. In March, 1859, the State of North Carolina assumed ownership, and commissioners were appointed by the governor to manage the concern. Some repairs to the system were forthcoming, including some work at Lockville in 1860 (Hadley 1980:55). It is recorded that the water-tight lining at the head of the stone lock was fixed, and pits in the canal floor were filled (Thomas et al. 1984:5). But even with strict management controls in place, it became obvious that resources were not available to perform the substantial amount of work needed to maintain and improve the entire system. In October, 1860, Governor Ellis, with

members of the Board of Directors, made a tour of the navigation system from Fayetteville to Gulf, and recorded the following in his journal: "Found the locks, 23 in all, capable of passing vessels 100 ft. By 20 ft.--though somewhat decayed and otherwise imperfect" (Hadley 1980:56). Perhaps symbolically, the Governor returned to Fayetteville by train.

During the decade of the 1860s, the mills at Lockville were utilizing water from the navigation canal for their operation. When the lock was being used for navigation, water became unavailable to the mills. The engineer in charge of making repairs to the lock and dam complex noted that Clegg and Morris, proprietors of a mill at Lockville issued a bill for $25 per day to the Navigation Company for those days the water was not made available. The mill owners apparently had the ear of the governor at the time, who ruled that gates should be opened for mills along the Deep River canals. This made navigation difficult, if not impossible, demonstrating that river navigation was not yet considered an economic priority. Attempts to keep the company afloat were exacerbated by flooding and constant high water during the winter of 1860-1861. In February, 1861, the Governor suspended work on the river. By October, the suspension became permanent and with the onset of the Civil War, the company ceased to function. The navigation structures were allowed to deteriorate throughout the war.

An important development at Lockville in 1861 was the construction of the Chatham Railroad. Built with Confederate money, this line extended from Raleigh to Haywood and Lockville. The railroad was designed to haul coal from the Deep River coal fields. One of the companies formed to mine the coal was the Lockville Mining and Manufacturing Company. In 1864, apparently needing labor, the company placed an advertisement in the *Raleigh Daily Confederate* for the purchase of "thirty good negroes" (August 9, 1864). Though the railroad was important during war time, it was abandoned in 1865 (Osborn 1986:19). It appears to have been reactivated in 1868 (Osborn and Selden-Sturgill 1991:24 and 358).

The village of Lockville, now with several mills, a lock and dam, and railroad connections, maintained itself and may have actually prospered in the years immediately after the war. Branson's Business Directories for 1867 through 1869 notes the presence of the Lockville Foundry and Machine Shop operated by Silas Brown, Bynum and Lambeth Merchants, G.A. Long and J.A. Long Merchants, and the Lockville Grist and Sawmill with its proprietors Heck, Clegg & Co. (called Heck's Mill in the 1867-1868 Directory) (Branson Business Directories 1867-68, 1869). At the conclusion of the Civil War, properties associated with the Cape Fear and Deep River Navigation Company began to be sold off. The area around Lockville was sold to the Deep River Manufacturing Company in 1868.

George Lobdell, The Deep River Manufacturing Company and the Lobdell Car-Wheel Company: Not until 1871 was there a renewed interest in improving the Cape Fear and Deep Rivers. The state, which still owned the Cape Fear and Deep River Navigation Company, was considering its disposition. In 1871, the Cape Fear and Deep Rivers were surveyed and mapped by the U.S. Army Corps of Engineers. This provided an inventory of workable and potential navigation structures. It was still recognized that improvements to the river would enhance economic development of the region, but railroads already were established in the region providing alternative modes of transportation. In 1873, the Board of the Cape Fear and Deep

River Navigation Company decided to sell the assets of the state-owned company. A public auction was held at Lockville in July of that year. The assets were sold to the Deep River Manufacturing Company (Deed Book A-R, pp. 95-98, Chatham County Courthouse). Later the franchise for the Navigation Company (rights to receive fares and tolls) also was sold to the Deep River Manufacturing Company (Hadley 1980:65).

By the early 1870s, the Lobdell Car-Wheel Company of Wilmington, Deleware, had purchased an interest in the Deep River Manufacturing Company. George Lobdell, principal owner of the company, was interested in developing the coal and iron ore deposits found in the Deep River basin. He also purchased the Endor Iron Furnace at Cumnock, located upstream from Lockville, and built a blast furnace at Buckhorn, downstream from Lockville. Lobdell hoped to transport ore up and down stream to and from his ore pits, furnaces and forges (Thomas et al. 1984:5). Lobdell also had plans to develop iron processing (forging) and manufacturing facilities at Lockville. A Wilmington, North Carolina, newspaper reported on December 8, 1871, that "a factory for the manufacturing of railroad car wheels is to be built at Lockville, on Deep River (*The Weekly Star*, December 8, 1871)." This undoubtedly referred to Lobdell's Car-Wheel Company, and this likely refers to the construction of a foundry which was operating at Lockville in the 1880s (see below).

The Lobdell Company, under the aegis of the Deep River Navigation Company, began to make repairs to the Lockville lock, dam and canal in 1871. This same year George Lobdell constructed a steamer at Lockville, naming it after himself. The Wilmington *Weekly Star* reports:

> *Vessel Launched at Lockville, Chatham County*
> ...We learn from Capt. Exline, of Chatham, that the new streamer, *George Lobdell*, will be launched at Lockville, on the 15th. Inst., and make her trial trip the same day to Buckhorn. The Sentinel thinks the new steamer should be called after Judge Archibald Murphy, who, fifty years ago, first conceived the idea of navigating the Upper Cape Fear (*The Weekly Star*, April 12, 1872).

Lobdell's goal of hauling ore to the iron furnaces apparently was realized by 1873, as indicated by this citation:

> ... in 1873-74, a boat named *George G. Lobdell* hauled iron ore from mines near Battle's Dam, about 3 miles below Buckhorn furnace and 14 miles below Lockville, to Endor furnace and brought back barge loads of pig iron, etc., for shipment by rail at Lockville. This navigation was restricted to rivers above Battle's Dam and reached Carbonton (London 1923; cited in Hadley 1980:67).

It is noteworthy to point out that the objective of Lobdell's navigation company was not necessarily to ship ore or other cargo all the way down the Deep and Cape Fear Rivers. It appears he was most interested in simply shipping the ore to and from his furnaces and foundries, where it could then be shipped from railheads such as Lockville.

Repairs to the locks evidently took several years to accomplish. In 1873, the *Raleigh News* reported:

> The work on the locks at Lockville is going rapidly forward, and soon steamers will find an opening to upper Deep River and the Rick Coal mines it is intended to reach. The main lock of the three near Lockville is said to be the highest in the United States, having a fall of 28 feet. Work on the dams on Deep River, and down the Cape Fear to Lillington, is also progressing (reported in *The Weekly Star*, Wilmington, N.C., July 25, 1873).

The lock and dam evidently was operating by 1876 and it remained in operation well into the 1880s.

The village of Lockville apparently was thriving throughout the period of Lobdell's improvements. Branson's Business Directory for 1872 notes the presence of a Lockville Post Office, with E.B. Clegg, Postmaster. Also present were two churches, a hotel, an iron foundry, five merchants, a minister, a Merchant Flour and Saw Mill run by Heck & Co. and two physicians. Many of the businesses cited were probably situated in the Ramsey's Mill area, while others would have been located up and down the canal. Though the exact locations have not been established, housing for many of the business owners and workers probably was clustered around the industrial center, forming a coherent, moderate-sized village for the time. It is estimated the population at any one time was about 150 to 200 individuals.

By 1876, George Lobdell had formalized plans to develop Lockville into a residential and industrial development (Figure 13). He retained the name "Lockville" for his development. A plan of the proposed town was prepared, showing a town square, individual lots, named streets, and the locations of two existing mills. The mills were situated around a tail race pooling area. The larger of the two mill structures clearly represents Ramsey's Mill and the smaller is probably the grist mill mentioned in an 1881 description of the area (see below). Three other structures, probably industrial structures, are located near the eastern end of the canal. These likely represent the foundry, machine shop and possibly the cotton gin mentioned in the aforementioned account. Another prominent feature of the planned village is a "School Lot".

The layout of the lots in the village varied in size. Larger lots on the western side of the plan are 256 feet by 165 feet while those near the center of the town were smaller. The block of lots fronting onto Canal Steet, the street closest to the canal and included in the archaeological study area, were considerably smaller, measuring 40 by 208 feet. This block represents commercial lots which had street frontage, be valued higher, and thus be smaller in size. The four lots at the western end of this block, numbers 42-45, were the focus of the archaeological investigations (described below). At the center of the village plan is a "Market Square." It is believed that this would be located on or near the crest of the hill north of the Deep River, probably incorporating Ramsey's Tavern already in place. The angled road leading north from the river to the square most likely followed the alignment of the earlier Cross Creek-Pittsboro Road.

Other streets in the planned development were named after the company owner (Lobdell Street) and an owner of one of the mills (Heck Street). Also shown on the 1876 map is the covered bridge across the Deep River. This was located east of the mills, and the old piers of this bridge still stand today (Robinson 1991:Figures 3, 12, 13 and 14). Once crossing the river and the canal, this road was crossed by Canal Street.

The map also shows a spur of the Raleigh and Augusta Air Line Railroad (R. & A.L.R.R.) extended into the center of Lockville past the mills. The rail line extended along Canal Street or what used to be an old wagon roadbed, part of the Cross Creek-Pittsboro Road. The Raleigh and Augusta Railroad had taken over the tracks of the Chatham Railroad in 1871 which were originally built in this location at the beginning of the Civil War. The company's depot and switching yard was situated about two miles north of Lockville. A small town grew up around the depot and was named Moncure. It still survives today.

Lockville, as shown on the development plat map (Figure 13), never materialized. While some lots were sold, and a few probably were built on, growth in this part of the Deep River valley remained slow during the late nineteenth century. Nevertheless, the town continued to function with considerable activity. Branson's Business Directory for 1877-1878 lists three churches, Nash's Hotel, an Iron Foundry (Orenshaw & Luke Bros.), an Iron and Steele Co., a Merchant, Flour and Sawmill (Heck & Company), a Merchant Flour Mill (Heirs of Silas Burns), a Physician, a Post Office, five merchants, a Copper Mine and a Gold and Iron Mine (presumably offices for the mining companies).

In 1876, the Deep River Manufacturing Company/Lobdell Car-Wheel Company was sold to the American Iron and Steel Company. This apparently was a buy-out by a larger company which probably had the effect of making more capital available for operation. By 1880, a sawmill and gristmill owned by the American Iron and Steel Company were operating at Lockville (Thomas et al. 1984:6). The apparent success of the enterprise at Lockville did not go unnoticed, and a piece in a Raleigh newspaper seems to express regret that the State of North Carolina no longer owned the lock and canal:

> *Raleigh Farmer and Mechanic*: We have several times heard recently of a project likely to be brought before the legislature this winter; namely to get the state to buy back the Lockville Canal, etc., which was "sold" during the flush times to private individuals (reported in *The Morning Star*, Wilmington, N.C., Sept. 26, 1880).

It is suspected that some of the sentiment in this notice was probably fueled by the fact that the then apparently successful business was being run by northern entrepreneurs, and profits, if any, were going to these individuals.

Other manufacturing activities were centered around Lockville at this time. A survey of the river taken in the latter part of 1881 noted the presence of six mills and other industrial operations utilizing water from the canal for power, "all owned by the Navigation Company, viz, 1 cotton-gin, 14 feet fall, 1 saw-mill, 16 feet, 1 grist-mill, 16 feet, 1 foundry, 18 feet, 1 grist-mill,

18 feet, 1 machine-shop, 18 feet; all on the canal, fed directly from it, and discharging the water into the river" (Swain et al. 1899:159). It is estimated that about 150 people lived and worked in the vicinity of Lockville during this period (Mudge 1957:16). The Branson Business Directory for 1884 notes that the Iron Foundry was run by Luke Bros. and the Iron & Steel Company was owned by the American Iron Company. The Merchant Flour and Saw Mill were operated by Heck & Company and the Merchant Flour mill by the Silas Burns Estate.

By 1899, both the foundry and saw-mill had burned and been abandoned. The machine shop was "replaced by a roller flour mill, capacity 40 barrels a day, owned by John Barringer" (Swain et al. 1899: 159). From other records, we know the roller mill was situated approximately 300 feet west of Ramsey's Mill, and it was constructed of brick. It was referred to as the "Little Mill" to differentiate it from the larger, wood frame, Ramsey's Mill (Mudge 1957:16). John Barringer resided in a miller's house north of the mill and canal. This house site was one focus of the 1996 archaeological investigation (see below).

James Parham was the miller at the old Ramsey's Mill from about the time of the Civil War through the last years of the nineteenth century. He lived in a house on the hillside north of the canal, east of Barringer's residence. The house is believed to have been built in the 1830s or 1840s, and Parham is reported to have moved into the house in 1849. The Parham House still stands today and has been considered to be eligible for listing in the National Register of Historic Places (Osborn and Selden-Sturgill 1991:277-278).

An interesting feature of the Parham House is the numerous penciled entries written on the surface of the weather boards under the porch. These are dated entries and they describe the weather and river conditions are various times during Parham's tenure as miller. A selection of his entries are as follow:

Snow	16th of April, 1849--1-1/2 inches
Snow	8th of April, 1880
Frost	June 3rd, 1884
Frost	May 18, 1893
Snow & Frost	October 24, 180?3
Freshet of	May 22, 1901--highest ever known stood 2-1/2 ft. In Lockville Mill. J.A. Parham
Snow	Nov. 12, 1904
Freshet	August 26 & 27, 1908 6 ft. In roller mill
Frost	May 29, 1907
Snow	Oct. 29, 1910
Snow	3rd of April, 1915--5 inches

Snow Nov. 28, 1917--3 inches

In 1899, the Lockville canal and associated properties were taken over by the Virginia Trust Company, as trustee for the bonds issued by earlier companies. In 1906, the navigation structures were sold to the Lockville North Carolina Power Corporation for the purpose of generating water power (Thomas et al. 1984:6). There is no evidence, however, that this actually resulted in any power generation for the next 15 years. Meanwhile, the mills of Lockville suffered. Ramsey's Mill was badly damaged by the flood of 1901 and is reported to have fallen into disuse (*The Chatham Record*, April 4, 1963). It was ultimately destroyed by fire around 1911. Barringer's Roller Mill burned in 1910 (Mudge 1957:16). The canal itself was blocked by the hulk of a steamboat left to rot in the canal *(The Chatham Record*, April 4, 1963).

Lockville maintained a Post Office until at least 1905. Local informants have indicated the Post Office was located in the old Parham House. In that same year, two merchants are listed, but the only manufacturing concerns still operating were two cotton gins (North Carolina Year Book 1905). From 1910 to 1915, a roller mill and two saw mills were in operation. One of these may have been Barringer's Mill. It is not clear if these were water powered, or if they were powered by steam, oil or electricity (North Carolina Yearbook 1910, 1912, 1913 and 1915).

Farther up the hill from the mills, Ramsey's Tavern stood vacant (Figure 14). After the 1920s, pieces of the building were periodically removed by souvenir hunters (*The Chatham Record*, April 4, 1963). The building may have survived until the 1940s or 1950s.

Lockville as a Power Plant: In 1920, the Moncure Manufacturing Company purchased the canal and lock (Saville 1924). The abandoned boat was removed from the canal and a hydroelectric generating plant was constructed at the downstream end of the lock and canal. As noted in *The Chatham Record*, the conversion "connected the old locks into a forbay for the electric plant, replacing the log dam with a concrete and rock structure, and installed a 1,300 horse power generator" (cited in Thomas et al. 1984:6). Photographs of the lock and power plant can be found in Saville (1924). The Lockville generator was to be used to provide power to Pittsboro. Distribution lines were run through the countryside and power was being delivered by September, 1922 (Thomas et al. 1984:6). In the mid-1920s, the generating plant was purchased by Carolina Power and Light Company (CP&L). CP&L continued to operate the plant, but the construction of larger facilities at nearby Moncure and Buckhorn diminished the importance of the small plant (Riley 1958:24). The generating plant was sold to Wolf Summit Coal Company in 1962 (Figure 15). Today the privately owned plant continues to generate electricity with two turbines, selling its modest, but profitable, output to CP&L.